

CHICAGO OFFICE,  
40 La Salle Street.

MILL AND ELEVATOR OWNERS AND FLOUR BROKERS SEE PAGE 95.



MILWAUKEE OFFICE,  
124 Grand Avenue.

Published by  
E. HARRISON CAWKER. { VOL. 24, NO. 6. MILWAUKEE AND CHICAGO, APRIL, 1888.

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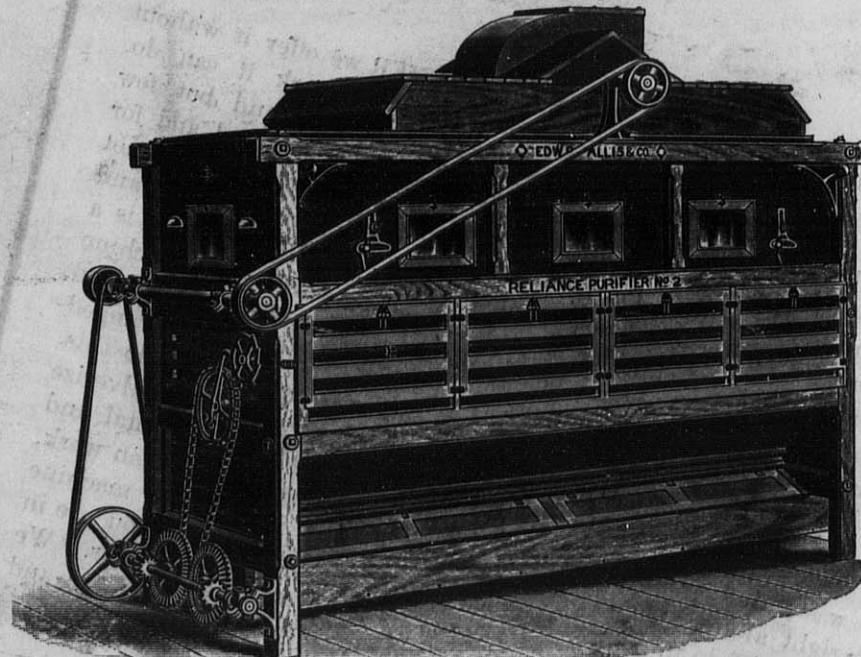
You cannot afford to use antiquated machines for purifying, which were devised in early days, and are not adapted to the high standard of modern milling, when you can obtain such a machine as this, which is far ahead of anything ever offered on the market for the purpose.

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DEVICE!

NEW  
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\* GARDEN CITY MILL FURNISHING CO., \*

CHICAGO, ILL.

# The United States Miller

Published by E. HARRISON CAWKER. { VOL. 24, No. 6. MILWAUKEE AND CHICAGO, APRIL, 1888.

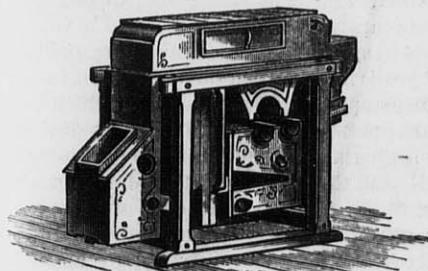
TERMS: { \$1.00 a Year in Advance.  
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## OUR WHEAT CLEANING SYSTEM.

At the request of many millers I hereby outline what comprises a wheat cleaning system that cannot be surpassed.

It should have, besides the machines here shown, a wheat heater, to keep the temperature of the wheat even throughout the year. A cockle machine and oat extractor are often necessary.

### SEPARATOR.



*Fig. I.*

Fig. I. requires no explanation. The great majority of Separators offered are good, and millers have their prejudices in favor of some particular one.

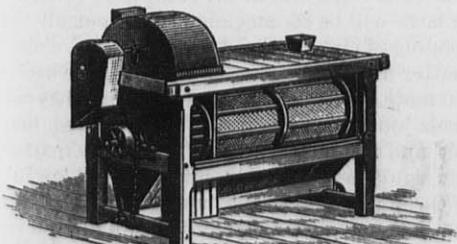
### ROLLING SCREEN.



*Fig. II.*

The next machine that I would recommend is a large Rolling Screen, Fig. II. This is one of the best of cleaners, and I will say right here that it is a better cleaner than most of the Smutters that do their work with beaters or on scouring surfaces of iron.

### SMUTTER AND SCOURER.



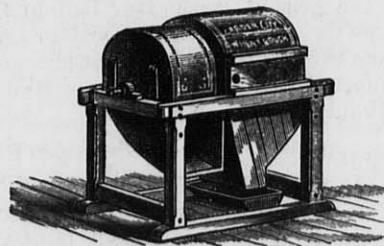
*Fig. III.*

Fig. III represents the Garden City Smutter and Scourer, the principles of which are

totally different from any other. The scouring parts of this machine consist of sapphire (which is a high grade specie of corundum) and an outer case of perforated steel. The work is done by the revolving action of the sapphire cylinder on the wheat, and is wholly by friction.

The work accomplished by the machine is such that the beards or fuzz on the grains are thoroughly removed, as well as the thin skin of bran on the germ end, thereby leaving that detrimental portion so exposed as to be easily removed.

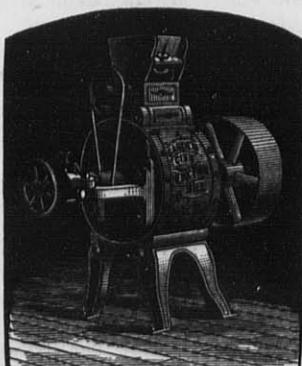
### BRUSH MACHINE.



*Fig. IV.*

A wheat Brush Finisher, Fig. IV, while not always a necessity, unless where the very best results are desired, is nevertheless a great advantage, and pays for itself.

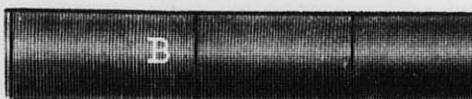
### 1ST BREAK.



*Fig. V.*

We next come to the 1st Break, or Wheat Splitting Machine, Fig. V., and can say for even and thorough work the Garden City is so far ahead of all other machines for the purpose, and is so well and favorably known that comment is unnecessary.

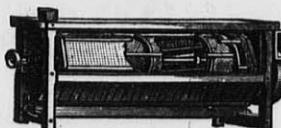
### WIRE SCALPER.



*Fig. VI.*

Fig. VI is an ordinary scalper to follow the first break. A good size machine will be preferable, so as to make a good clean separation, and remove the loose material, and also doing considerable cleaning on that part of the bran that was concealed before the splitting operation took place.

### BRUSH SCALPER.



*Fig. VII.*

Fig. VII is the Garden City Brush Scalper. By this machine the split wheat receives another scouring and brushing, as well as aspirating, and at the same time a perfect separation is made.

If millers comply with this outline of cleaning their wheat, I can truthfully say they have started on the right path, no matter what system they choose to operate on. Even burr millers will be astonished at the change it will make in their output.

I would call particular attention to the Brush Scalper, as I consider this machine and the process the *king of all*. Experts claim that the minute amount of crease dirt in each grain is so small that not much damage can be done to the flour by leaving it in. But when it is considered that it takes upwards of 4,000,000 grains of wheat to make a barrel of flour, it must certainly exercise considerable influence on the color. I would also state that the product of this Brush Scalper, even after the wheat has been thoroughly treated on the ordinary scalper, is much darker than the first break flour. Will experts please explain this? Another question, why do millers who do not use this process of cleaning split wheat, make so much low grade flour?

LOUIS GATHMANN.

Chicago, Ill.

## UNITED STATES MILLER.

E. HARRISON CAWKER, EDITOR.

PUBLISHED MONTHLY.

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MILWAUKEE &amp; CHICAGO, APRIL, 1888.

*We respectfully request our readers when they write to persons or firms advertising in this paper, to mention that their advertisement was seen in the UNITED STATES MILLER. You will thereby oblige not only this paper, but the advertisers.*

THE MILLER, London, is publishing some prize essays of considerable value, more especially to British millers.

DURING the year 1887 there arrived at New York 405,000 immigrants. Over 28,000 immigrants arrived last month, and Liverpool steamship agents report that they are unable to meet the demands for passage.

HENRY W. AVERY, President of the Avery Elevator Bucket Co., of Cleveland, Ohio, gives further evidence of his level-headedness by leading to the altar on April 25th, Miss Mary A. Hamilton of New York.

If Mr. Avery has obtained as good an article in the way of a wife as he has in the Avery bucket, and we doubt it not, he is indeed a very fortunate man, and we heartily congratulate him.

IF the editor of the *Milling World* had postponed writing his criticism of Mathew Arnold for a day or two he would never have printed it. If Mathew Arnold was alive now and should read the M. W.'s observations, he might in truth point to it as "confirmation doubly strong" of his most severe criticisms of Americans. It is sometimes very unpleasant to be obliged swallow a bitter pill, but it is frequently beneficial to the physical system. If Arnold's criticisms should be the cause of improving the tastes and rounding off the rough edges of American manners, he hath not lived in vain.

A DECREE in favor of the plaintiff was entered March 26 in the cause entitled: *The Consolidated Roller Mill Co. vs. The Miller Manufacturing Co.*, in the U. S. District Court for the Northern Dist. of Ohio. The plaintiff waived its right to inquiry for damages, and the defendants pay the costs. By this decree the defendant is enjoined from making, using or selling any roller mills like or similar to those described in Patents No. 222,895 and 230,677.

APRIL 19th.—A meeting of the Board of Directors of the Milwaukee Chamber of Commerce, and legal representatives of the Chicago, Milwaukee & St. Paul R. R. and the Chicago & North-western R. R., was

held in this city for the purpose of considering charges of discrimination in tariff rates against Milwaukee and in favor of Chicago. Commissioner Peterson took the matter under advisement and will determine whether the charges are or are not sustained within a few days. "All that we care for" said a prominent receiver and shipper, "is to establish a case of discrimination, and exact a promise from the companies that such practice shall be discontinued."

## OFFICIAL ANNOUNCEMENT.

THE annual convention of the Millers' National Association will be held in the German Music Hall at Buffalo, Tuesday, Wednesday and Thursday, June 12, 13 and 14, 1888. This will be a mass convention. All merchant millers, regardless of membership, are invited. The reforms contemplated will be presented to the convention by prominent committees, in shape to be discussed understandingly. All matters of general interest pertaining to the milling industry, will come before the convention for discussion. Invitations have been extended to representative bodies interested in the flour trade in Europe to send delegates, and assurances have been received that a liberal number will accept. This is intended to be a business convention of business men, for the purpose of reforming abuses, and improving the methods now existing for doing the business, and adopting such regulations as may be advantageous and for the general good. Our Buffalo friends assure us a hearty welcome, and the arrangements they contemplate for the pleasure and comfort of visitors will be appreciated by all. Milwaukee, March 1888.

S. H. SEAMANS, Sec'y.

THE subscription price of the UNITED STATES MILLER is only ONE DOLLAR per year. Now is your time to get on the list. During the year there are going to be lots of "ups and downs" and "ins and outs" and "things wise and otherwise" that will be first chronicled in the columns of this paper, even if it don't come out but once a month.

## MILWAUKEE ITEMS.

THE main shaft in the Gem Mills was broken during the night of April 23. It will be several days before the mill can start up again.

E. P. ALLIS & CO., have been awarded the contract for the pumping engines for the Chicago water works. The pumps are five in number and the amount of the contract is \$369,785.

MR. FREDERICK LAYTON, a wealthy Milwaukeean has presented this city with a free art gallery, a fine collection of valuable paintings and a fund to maintain the institution for the benefit of the public. The gift amounts to \$250,000. May he live long to enjoy the good which he has done for the benefit of his fellow-men in general, and Milwaukee in particular.

MR. B. H. SANFORD, of Messrs. B. H. & J. Sanford, manufacturers of water wheels at Sheboygan Falls, Wis., made us a pleasant call recently. He reports business very good for the present season of the year.

CHICAGO elevator owners have gone practically to work and demand reduced insurance rates. It appears to be only a question of time when with either good or bad grace, the insurance companies have got to "come down." Chicago grain men have noted the "hand-writing on the wall" and are waking up to the fact that the city's grain trade has been falling off, and they are taking active steps to build it up again. Chicago business men know how to "hustle for business," and now they have commenced will keep it up and will certainly get the usual lion's share of it, opposition the contrary notwithstanding.

THE Parisian milling papers treat not only milling subjects, but extend their serious attention to the baking and brewing industries. The March number of the *Journal de la Meunerie* contains also an illustrated description of the Construction of the Panama Canal and a poem about "My Grandfather's Mill," which like our song of "Grandfather's Clock," carries one back in memory to those good old times, or as the French poet Ed Plouvier puts it: "Ah! quel bon temps, quel temps c'était!"

AN interesting piece of news reaches us from Budapest, Austria-Hungary. The shares of the renowned mills at this place, during the last five years have steadily decreased in value, and this in spite of the remarkable fine quality of *first grade* flour turned out. To us it looks as if the complicated systems under which the mills are operated, has the effect of producing a very high grade of flour, but the percentage is small, and the large quantity of low grade overbalances. The great amount of extremely low grade flour made, flour that could not possibly be used in this country, or in fact given away so far as family use is concerned, is the cause of the depression. The financial results, the poor yields &c., as a natural consequence, have determined the managers to change their ways, and now, the celebrated Budapest mills—mills that have been taken by so many as models, are to be overhauled and everything simplified—or as we might say, the American methods are to be adopted. Wheat cleaning formerly so despised, in a certain sense has come to the front, and the fact is realized that it is better to remove impurities at the start than to trust to after purification and bolting to get clear of them.

The lesson is one that many millers in this country can take to heart, and consider if they are doing the fair thing so far as cleaning the wheat is concerned.

THE New York *Journal of Commerce*, *Scientific American* and other Eastern papers, are strongly advocating the reduction of letter postage to one cent. If this should ever be done, we trust that at the same time the postal laws will be so amended as to permit the sending of circulars, and in short all *third class* matter at pound rates, so that private establishments which are publishing what they call trade journals, principally for their own benefit, and should be rated as *third class* matter, can send them squarely, honestly and lawfully through the mails without being obliged to strain their consciences and pile up mental reservations in order to answer satisfactorily the troublesome series of questions, considered necessary by an acutely inquisitive post-office department (?) in order to become duly authorized to enter their publications as "second

"class mail matter" and get them through the mails for a cent a pound, when lawfully they should pay at the rate of "one cent for each two ounces or fractional part thereof." We refer to no special trade as fostering these private organs, sailing under well-sounding titles, for we have noticed them in a dozen different callings and there are, doubtless, scores upon scores of them that we have never seen and never want to. Let them all in or keep them all out according to law in such cases made and provided.

#### NOTICE TO MILLERS AND ELEVATOR OWNERS.

SAMPLE COPIES of this number of THE UNITED STATES MILLER are sent to a large number of flour mill and elevator owners, etc., throughout the United States and Canada from the list as given in *Cawker's American Flour Mill and Elevator Directory*. If there is any mistake in the address, such as style of firm, spelling of name or anything else, please write us stating the correct address. It is worth a good deal to any miller, big or little, to be correctly represented. It would be best to send your business card and also to state capacity, kind of power used, whether stones or rollers or both are used, etc. Address all communications to E. Harrison Cawker, Publisher, Milwaukee, Wis.

#### AN IDEA AND HOW HE WORKED IT.

A prominent Wisconsin miller said to the editor of the UNITED STATES MILLER, at the recent meeting of the Wisconsin Millers' Association: "Mill owners frequently are not practical millers, and they expect their head miller to remain steadily at his post year in and year out and turn out as good flour as anybody else does. I tell you, sir, *this-can't-be-done*; and I know it. This is a progressive age in all branches of manufacture, and there are new kinks here and new kinks there that a man who stays always in his own mill never dreams of. Even if he read about some of them, ten to one he would not think particularly of putting them into practice and actually trying them, especially if it cost a little money and some work. He gets into a sort of rut, so to speak, and stays there, because neither his employer nor any one else actually pushes him out. I got this notion into my head a couple of years ago, and to tell the truth, I knew that some men who had mills not as costly as mine were making more money. So, although not overburdened with cash, I concluded that I would try an experiment. It was not a new one for I had heard of other men trying it before, but now I determined to try it myself and see if there was anything in it. I had been to Milwaukee and Chicago on business for a few days, and soon after my return I called my head miller into my office and said: 'John, you've been working pretty steady for the last two years.' 'Right you are,' says he; 'I lost a day when my wife had twins, and two more the time I hurt my foot, and that's all, I believe, in two years and a half.' 'Well,' says I, 'I have concluded to give you a vacation.' 'You are not going to discharge —' he commenced. 'No, no,' I hastened to reply, at the same time handing him a roll of bills. 'Here' said I, 'is \$250; I want you to pack up your grip and go on a trip and inspect the best mills, big and little, in the country. Get acquainted with your brother head-millers, and learn all you can.'

Don't come back until your money is gone. In the mean time your wages will go right on here, and your second, who has been with you a good while, and I, will get along pretty well, I guess. I am sorry I can't give you a little more money, but make it go as far as you can and learn all you can. It will, I hope, prove a valuable experiment for both of us.' He went, and sir, I tell you, it was the best money I ever invested. He was a perfectly level-headed fellow, and could size up a thing pretty quick when he saw it work. I shall in the future make a practice of sending my head-miller off on a trip of investigation a month in each year. You just write something of this in your next paper, Mr. Editor, and many a man will thank you for it before you are a year older."

Here, mill-owners, is food for reflection.

#### THREE RED-LETTER DAYS

In the history of the Flour and Grain Trade will be the twelfth, thirteenth and fourteenth of June, 1888, at the meeting of the Millers' National Association in Buffalo, N. Y.

Then is the time and there is the place to present, discuss and act upon all matters of interest to the trade. There the members of the trade from the North, South, East and West will meet and explain to each other their wants, manufacturing and business methods and personally become acquainted with one another. There also will be present, duly authorized delegates from the great European marts of the world to settle matters of prodigious interest to the trade on both sides of the Atlantic. We trust that all mill-owners whether at present members of the Association or not, will make due arrangements to be there. The notice is ample, the expense will be moderate. Business demands your presence and there will undoubtedly be a reasonable amount of pleasure on this occasion. Encouraged by a large attendance, the committees that may be appointed will act with promptitude and vigor. The milling business in this country has in the past been run on in a sort of "happy-go-lucky" manner, more or less satisfactory, but in these days of narrow margins, close competition and sharp figuring, it has got to be thoroughly systematized in its business methods. Especially is this true of the Export trade in which all are interested, for, as has been said, every barrel of flour exported is a gain to every miller in the country, big or little.

#### PRECEPT AND PRACTICE.

"Give us this day our daily bread,"  
He prayed at early morn;  
And then went out on the Exchange  
To raise the price of corn.—*Boston Courier*.

The market slumped, it would not go  
The way he wished it to;  
He then went broke at a Faro-bank  
And cursed things black and blue.

#### UNDER-BILLED CARS.

Commissioner Walker, of the Inter-State Commerce Commission, in his report made April 13, says:

It is found that while special contracts, rebates and drawbacks are comparatively unknown, under-billing has become quite prevalent. The shipper in such cases pays freight on a less quantity than is actually carried. This has been practiced in grain shipments from points in the west to the east. It is also found that serious under-billing has been going on from various packing establishments and in refrigerator cars. It appears that where the shipments are by the carloads and the

cars are loaded by the shippers, the carriers accept the shippers' billing without question. The Commission censures the carriers for their failure to insist upon actual knowledge of the weights in all cases. A thorough inspection of cars is now being enforced at important points, and all cars found to be under-billed are detained for correction. The Commission think that an amendment of the law imposing a penalty upon shippers who by false billing, false classification, false weighing or false reports of weight, or other devices, knowingly and wilfully obtain transportation for their property at less than regular rates, would remedy the evil and compel a compliance with the law.

From the above it will be observed that the Commission is awake, and evidently it will not be long before some new way of "whipping the devil around the stump" will have to be devised by the ever-scheming rate-cutters. Of all classes of business men there are none sharper and shrewder than railroad men, who have been bred to the business, and the members of the Commission, none of whom, we believe, are practical railroad men, will have to look sharp indeed.

AMONG the modern contrivances for preventing disastrous fires there is probably no one thing that has yet been introduced of more value than the automatic sprinkler—an apparatus by which a valve is held in place on the water-pipe by a metallic compound which will melt at a certain degree of heat—that is a dangerous heat, and being melted the valve opens and water under pressure flows out rapidly, and by a peculiar contrivance is sprinkled in all directions for a considerable distance from the device. The great drawback to the general introduction of these automatic sprinklers (there are about twenty kinds of them in the market,) is that, with one exception we believe, which is patented, they are liable to go off from various causes when they hadn't ought to, thereby doing considerable damage. The owner of this valuable patent evidently appreciates its worth and probably charges for it accordingly. This doubtless explains why there are not more of these useful appliances in flour mills.

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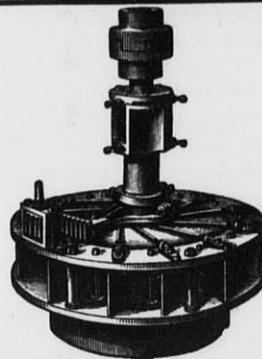
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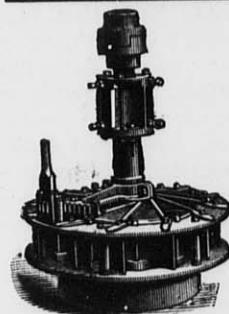
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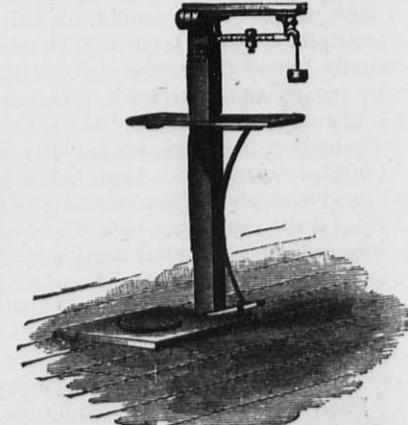
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Light Gate! Extreme Simplicity! No Clogging! Dozen Other Virtues!

TO GOOD TO BE TRUE, EH!

Well, you don't pay for it till it does all we say in your own mill before your own eyes.  
Remember that!

BEATS ANY OVERSHOT EVER BUILT.

Because it gives same high percentage at part as at full gate, and is the only Water Wheel in the world that does so. Besides its Perfectly Tight Gate, Absolutely Tight.

**DON'T BUY AN ENGINE AND BOILER** To help out your failing water power in dry times until you properly improve the water power with this magnificent Water Wheel which gives you a high percentage when water is low. The "PERFECTION" often **SAVES THE NECESSITY OF STEAM POWER.**

### INVESTIGATE THIS WHEEL.

It costs nothing to write us and get our Circulars and learn our terms of sale. We save you money and IMPROVE your power.  
**IF WE DON'T, YOU DON'T PAY US, THAT'S ALL.**

Besides, Besides, Besides, Besides, we will also agree to set the "Perfection" beside or in place of your present wheel, and if we don't beat it (not EQUAL, mark you, but BEAT it) will give you the Perfection for nothing. Isn't that fair?

**CRAIG RIDGWAY & SON, 16 GREEN STREET,  
COATESVILLE, PA.**

#### FLOUR EXPORT RULES.

The following are the general regulations governing Export Sales of Flour, adopted by members of the MILLERS' NATIONAL ASSOCIATION of the U. S. A., and are made a part of the Code Conditions upon which basis *all sales must hereafter be conducted.*\*

**LIABILITY FOR DELAYS IN TRANSIT.**—In case of c. i. f. sales, the MILLER OR SHIPPER having contracted the freight with a regular line, having regular advertised sailings, and having delivered the flour to the forwarding agent within the contract time, shall be free from all liability arising from delay in transit.

**INSURANCE.**—Insurance on flour sold on c. i. f. terms to be not less than 10 per cent. above the net invoice value. Any marine loss on c. i. f. sales will act as a release to the seller on that contract or so much of it as is included in the shipment to which the loss occurs, and the seller shall not be obliged to replace any of said shipment by reason of the sale being made on c. i. f. terms.

**INSURANCE ON CONSIGNMENTS** shall not be less than 10 per cent. in excess of draft or bill of exchange against the same.

Insurance money collected from marine loss on consignment shall pay:

1. The draft against consignment.
2. A reasonable commission, not to exceed 1½ per cent. for the consignee.
3. The balance shall belong and revert to the consignor.

**CLAIMS ARISING FROM INFERIOR QUALITY.**—If a flour shipment is not up in quality to

the type sample, but comes near enough to be considered a "fair tender," the purchaser is obliged to accept the shipment at purchase price less the actual difference in quality.

Flour consigned for sale when once sold by the consignee and delivered to the buyer, must release the shipper from further liability as to quality, condition or price. The custom now prevailing in some European ports of allowing purchasers to return flour on various pretexts, more or less time after delivery, is unjust to the shipper, and contrary to sound business principles.

**SALES** of consigned flour, made in regular form and so reported to the consignor, shall be final. We shall not recognize the arbitrary right exercised in some ports by the purchaser releasing himself at his own convenience of a bargain on "next market day," or at any other time.

**BILLS OF LADING** to ports which have no regular steamship connection with the United States, shall be considered through bills if made to principal ports with the reshipment clause inserted.

\*The Telegraphic Cipher Code referred to is published by the Riverside Printing Company, Milwaukee, Wis.

*Communication from J. A. McAnulty of the Hazelton Mill Furnishing Co., Minneapolis, Minn.*

*Manufacturers of the Celebrated  
Roller Mill Feeders.*

In the management of Flour Mills much is saved in carefully looking after the machinery, and always having the proper kind to carry out the different

reductions, separations, &c. Many well equipped mills are weak in some particular branch which does not seem to cut a very great figure, but which does in fact amount to a great loss in a year's run. These weaknesses are not always the fault of the miller, as he as a rule knows all the weak points in his plant, and as a rule would provide remedies at once if the proprietors were satisfied with the expense necessary to provide the necessary machine or thing. Millers soon learn to know the kind of men they work for. Some proprietors have more liking for a miller who never asks for new machinery; their millers naturally do not ask for any they can in any way get along without. Other proprietors wish their millers to be trying all the new machines offered that have any plausible showing of bettering their condition. This class of mill proprietors are the ones that you will find at the front. You will find them selling flour when there is any selling. Why? Because their flour is up to the standard. Their mills are supplied with the very best machinery, tested in their own mill, or their own wheat, this is the proper method of buying machinery. Try it first, then buy if the machinery suits your requirements, do not buy on the recommendation of a friend who is milling in another state, on different wheat and for a different market, but buy what you have found to be the best suited to your own particular work. If mill furnishers will not let you try their machinery before buying, give them the go-by and find others that will. Mill proprietors do not always know the actual wants of their millers. Not because the miller does not know what he wants, but because he dislikes to ask for the thing needed. This is particularly the case when milling is dull. The miller hesitates to ask for needed machinery, knowing the proprietor is not feeling well able to buy. I think it would be for the best interests of both miller and proprietor to speak freely. The miller to have less reserve in speaking of things needed. The proprietor should encourage the miller to be frank in stating what could be used to benefit the mill. Oft-times this procedure would bring about changes and improvements that would make a losing mill a paying one.

CAWKER'S AMERICAN FLOUR MILL AND ELEVATOR DIRECTORY FOR 1888, issued March 3, is meeting with much praise from all departments of the trade. While not claimed by the publisher to be perfect, it answers FULLY the requirements of the trade. It is the only list published. The demand is limited and the price (Ten Dollars per copy) is cheap, considering the labor required in compiling, printing and selling. It contains lists of flour mill and grain elevator owners, miscellaneous kinds of mills such as corn, rye, oatmeal, rice and feed mills, millwrights, flour brokers and dealers in various sections of the United States and Canada, and a good list of European flour and grain importers. Kind of power used, rolls or stones, capacity and millers supposed to be worth \$10,000 or more are indicated in thousands of cases.

#### TO CONSUMERS.

In drawing up your specifications for machinery and supplies that you need, be sure to specify only reliable goods and call them by their correct trade names and then see that they are furnished by the contractor or dealer to whom you give your order. It is important to you to see that only reliable goods and machines are supplied, and if you do not take the trouble to specify the particular makes of machines and goods that you want, you have only yourself to blame if you find that other makes are being furnished on the contract. If you are careless in drawing up your specifications, and fail to mention the particular machines and goods that you want, the contractor will have the option of furnishing such goods as he sees fit; and contractors are only human and will furnish the lowest priced machines that will do the work irrespective of economy of power and durability. Furthermore, if you will specify exactly what you want, all parties bidding on your work will stand on an equal footing and the competition will be much fairer. When plans and specifications are loosely drawn up the honest bidder is at a disadvantage, as he will figure on a higher quality of machinery and work than the dishonest bidder, and consequently he loses the contract, when perhaps on an equal footing he would have taken it. Again if consumers insist on having certain standard machines and goods, the makers will be encouraged to excel their previous efforts, and makers of cheap goods will either retire from the field or be compelled to change their tactics and make reliable goods. It is perhaps not generally known that good goods are almost always sold on smaller margins of profit than inferior goods, and there is not the inducement to manufacture the better class of machinery and goods that there is to make the cheaper grades.

Millers often make the mistake of giving too much time to the selection of the larger machines and too little time to the comparatively inexpensive machinery and supplies. In this way they often lump the smaller things in their outfit and are badly swindled. The rolls and motive power certainly require time and care in their selection, but the same is true of the elevating and conveying machinery and belting and other things. Millers will show their wisdom by making careful

inquiry into the merits of the various machines and goods in the market before going to any contractor for a complete outfit, and then he will be in no danger of having sand thrown in his eyes. THE UNITED STATES MILLER publishes a list of reliable houses making mill machinery and supplies, and all of these houses will be glad to furnish catalogues and descriptions of their wares.

#### ANNOUNCEMENT.

We are pleased to announce to our readers that we have now secured thoroughly competent and reliable regular correspondents at Baltimore, St. Louis and Buffalo, and are negotiating for other points which we expect to have arranged for by next month. We have further secured some able technical writers, the first contributions to appear next month. The May number will also contain reviews of the trade in Minneapolis, Duluth and Milwaukee, also many other valuable features. We further announce that our circulation is now over 10,000 copies per month, proof of which is ready at any time for the inspection of advertisers.

#### FOREIGN NOTES.

THE surplus of wheat available for export from Australia and Victoria is now placed at about 22,000,000 bushels, about double the surplus in 1887. Holders do not like present low prices and will not ship freely.

THE wheat harvest in New Zealand was complete March 1, and the total crop is estimated at a little over five million bushels.

THE tax on flour imported into Ireland imposed by the Limerick Harbor Commissioners a short time since, has been reduced to one shilling per ton, which is not altogether unreasonable.

ANOTHER dust collector has been placed before the British millers quite prominently. It is the invention of one Ince, and is manufactured by J. H. Trevithick & Sons, at Hoyle, Cornwall, Eng. It makes two separations of the dust, one fine, the other coarser.

THE People's Bread Company, Limited, with a capital stock of \$500,000 has been organized in London. This company is formed for the purchasing and taking over 43 old-established businesses, carried on in various thickly populated parts of London for many years past and also to purchase an extensive and valuable flour mill situated on the Thames, within one mile of London Bridge, capable of producing about 1,600 sacks of flour per week. The system and machinery for bread making, patented by M. Mounié of Paris, France, is to be used.

DURING the first two months of 1888 France imported 1,958,000 cwt. of wheat, and 50,000 cwt. of flour. During the same time England has imported about 1 sack of flour to 1 qr. of wheat.

SOUR BREAD.—Thomas Fletcher, an authority on baking, in a recent paper read before the British Baker's Association, says: "It is not too much to say that bakers need never be troubled with sour bread if reasonable precautions are observed. There is a distinct cause for its production. It is either the result of carelessness, uncleanliness, impure yeast, or ignorance of the laws of fermentation."

COUNT ZANG, the baker, is dead. He has just died at Vienna, and it may be safely averred that he has not left behind him, anywhere on earth, one who has turned the staff of life to greater advantage. The Count has given away his loaves to such good purpose that he has been obliged to leave on this side the grave 40 to 50 millions francs, besides landed property. He was the first to start a Vienna bakery in Paris. That was in 1842, and his well-known establishment is still in the Rue Richelieu.—*British Confectioner*.

#### THE JONATHAN MILLS MANUFACTURING COMPANY.

Jonathan Mills, general manager of the Jonathan Mills Mfg. Co., Cleveland, O., addresses his old friends as follows:

GENTLEMEN:—In calling your especial attention to the Jonathan Mills Mfg. Co., a new company organized for the purpose of manufacturing and dealing in special flour-mill machinery, we do so with the view of securing your trade for our line of goods. Our leading specialty is the Jonathan Mills celebrated and popular "Universal Flour Dresser," formerly manufactured by the Cummer Engine Co., and later by their successors, the Prospect Machine & Engine Co. We have bought out the interests of that company in the reel and bolting-cloth business. Our shops are thoroughly equipped and we are all prepared to meet the trade. There have been 1,500 of these machines placed in all classes and sizes of merchant and custom flour mills throughout the United States and Territories, Canada and other countries. They are also in use for bolting buckwheat, cornmeal, electric-light carbon, foundry facing, soapstone, salt, sugar, dry paints, emery, etc. The fundamental principles for perfect separations embodied in this machine are so obvious to every intelligent miller that Mr. Mills has been enabled to place them in such great numbers with such wonderful and universal satisfaction to the millers, that the combined efforts of the centrifugal manufacturers, and their legion of traveling so-called expert agents, have resorted to every falsifying subterfuge they could invent to convince the millers that their centrifugals were superior to our machine, and have met with such disastrous failures in giving satisfaction, that a number of them have been compelled to abandon their pet centrifugals, and some of the largest makers have repeatedly changed and revamped their machines, and all the time claiming that each particular machine was perfection personified. Now, about every centrifugal manufacturer has admitted the worthlessness of their centrifugals by attempting to put some kind of a slow-motioned round reel onto the market, and are loud in their claims that their particular round slow reels are as good as our Universal Flour-Dresser. They even have the presumption to place various kinds of cylinders or hog-back devices inside the cloth or lifters, swinging buckets or ribs with carriers of some form or other for the purpose of (as they claim) carrying a large portion of the stock up and pitching it over on the down-traveling slide of the cloth, thinking by so doing to convince the millers that large capacity and superior work is gained by these jimmicks. We shall announce by circular and through the milling journals such new special machinery as we may from time to time conclude to manufacture, and we shall not offer you any new machine that we do not positively know to be superior to its class. Soliciting your correspondence, we are, yours truly

THE JONATHAN MILLS MFG. CO.

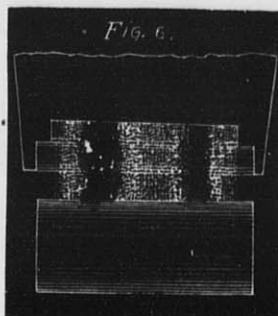
ONE of the largest transactions in real estate during the past week that has come to our knowledge, was the exchange of the fine large flouring mill property of Messrs. Bliss & Wood, Winfield, Kan., for 10,900 acres of land in southern Texas, and \$7,145 worth of stock and other personal property, amounting in all to \$105,145 on either side. Messrs. Bliss & Wood were represented in the transaction by the well-known flouring-mill agents, H. C. Corwin & Co., and the Texas party by Judge S. A. Hackworth, both of this city.—Topeka, (Ks.) Capital, April 22.

FIG. 1



Uniform Sheet as fed by our McAnulty Automatic Force Feeders

FIG. 6



## HASELTINE · MILL · FURNISHING · CO.,

MINNEAPOLIS, MINN.

MANUFACTURERS OF

## McANULTY'S

# Automatic Force Feeders!

MCANULTY'S 1ST BREAK REGULATING FEEDERS AND DISTRIBUTORS.

## OUR GUARANTEE

Is to increase capacity of full Roller Mills 10 to 20 per cent. To save from 3 to 8 lbs. of wheat per barrel of flour manufactured. To increase patents 2 to 5 per cent. without requiring additional power.

### Fills Your Guarantee of 20 Per Cent. Increased Capacity

From SIDLE, FLETCHER, HOLMES & CO.,  
Minneapolis.

Your Force Feeders fill your guarantee to increase the capacity 20 per cent. as your system enables us to treat our sixth Brake stock better with four double Allis mills than we formerly could with five double Allis mills.

Please arrange your system on our "Red Dog" Stock.

### TEN MORE.

### Fills a Guarantee to Increase Patents 4 Per Cent.

From GALAXY MILL CO.,

A. C. LORING, Manager.

They have enabled us to increase our patents 4 per cent. Our grades are improved, our clean-up and yields materially bettered. Please deliver us ten more.

MARISSA ROLLER MILLS, Marissa, Ill., March 7th, 1888

Enclosed please find draft for \$100.00, to cover bill of January 28th, 1888. We have never put anything in the mill which has given as much satisfaction in operating as these Feeders, bought from your Mr. Clark. I hope you will have good success in future with them.

MEEK, FINGER & CO., Props.

Sedalia, Mo., February 27, 1888.

I am now using McAnulty's Automatic Force Feeders, and I can say that it is the finest feeder ever manufactured, and I have used a number of different automatic feeders. I am now taking out the Craig and putting in the above feeders. *The McAnulty's have no superior, nor can they be any more perfect.*

B. S. REMBAUGH.

Millersburg, O., Feb. 18, 1888.

We have your system of Feeders on our Rolls throughout our mill, and can safely say there is no

feeder made to equal the McAnulty on any and all kinds of Stock, from first brake to the softest low grade. We also have one of your Feeders on our Corn and Feed Roll, which surprised us when we got it to work. It increased the capacity and gives us an even feed the whole length of the roll. We are more than pleased with them.

MAXWELL, HECKER & POMERINE.

Office of THE TERRELL MILLING CO., Terrell, Texas, July 14th, 1887.

Hazeltine Mill Furnishing Co., Minneapolis, Minn. Gentlemen.—The McAnulty Force Feeder shipped us has arrived all right, and we are well pleased with it. You can ship us the following order: Five (5) Feeders, to be used on 9x18 Double Stevens Roller Mills, speed 400, diameter of shafts 2 1/2". One (1) Feeder same as above, with roll shaft 2 1/2". Fit First Brake with your Weighing Regulator. Please ship at once, and greatly oblige,

TERRELL MILLING CO.  
A. J. Childers, Pres.; T. M. Kell, Sec'y;  
E. J. Lockhead, Sup't.

## NEWS.

THE Milwaukee, Lake Shore and Western Railway, popularly known as the "Ashland Route," has just issued several new and attractive publications, of interest to all classes of travelers, tourists and sportsmen. Among them are a handsomely illuminated folder entitled, "The New North," and a guide book to the fishing and hunting resorts of Wisconsin and Michigan, describing also the summer resorts of Wisconsin and the Lake Superior region, with the various routes thereto and cost of excursion tickets. These routes also include tours to the Yellowstone National Park, Portland, Oregon, California and Alaska. Manuals containing a complete compilation from the best authorities of the rules of whist and other games are also issued by the same company, and with others mentioned, will be mailed free by addressing Geo. S. Marsh, Gen'l Pass. and Ticket Agent, Milwaukee, Wis.

SOLD OUT.—S. R. Wales, Milan, Mo.

BURNED OUT.—Jos. Hill, Tecumseh, Mo.

ASSIGNED.—John Keagy, Woodbury, Pa.

DISSOLVED.—Scott & Crouch, Blair, Neb.

SOLD OUT.—H. A. Stevens, Lake City, Minn.

SOLD MILL.—H. S. Peddicord, Cooksville, Md.

BURNED OUT.—H. C. Baetz & Co., Burton, Mo.

SOLD OUT.—H. H. Cook & Son, Darlington, Wis.

BURNED OUT.—Salem Mill Co.'s mill, Salem, Dak.

SOLD OUT.—Lovejoy & Sutton, Osceola Mills, Wis.

BURNED OUT.—A. N. Hart, North Lansing, Mich.

The firm now is Edwards & Pierson, Hersey, Mich.

DISSOLVED.—Kirkpatrick & Stevenson, Walnut Tex.

BURNED.—Loss \$10,000. D. W. Pennywitt & Co.'s mill.

BURNED.—M. A. Skinner's mill at Roxbury, Pa., April 10.

A. L. MANSFIELD, Dunlap, Tenn., will improve his corn mill.

DISSOLVED PARTNERSHIP.—J. R. Blevins & Co., Manchester, Ill.

DISSOLVED PARTNERSHIP.—Lyons Bros. & Co., Shushan, N. Y.

O. T. DOLSON, Chatham, Ont., has retired from the flour-business.

THE Alma Milling Co., Alma, Wis., is building a 125-bbl. roller mill.

GONE OUT OF BUSINESS.—Brown & Baker, flour dealers, Madison, Wis.

BURNED.—C. O. Newcomb's mill at Cedarville, N. J.; insurance \$12,000.

It is reported that Valentine Stoskopf, Freeport, Ill., has sold his mill.

REMOVED.—A. R. Bradley, from St. Libory, Neb., to Grand Island, Neb.

QUONCE & LIEB's mill, Oswego, N. Y., burned; loss \$20,000; insurance \$14,700.

THE Farmers' Alliance, Dallas, Tex., are remodeling the Todd Flour Mill to rolls.

THE Latshaw Mill & Elevator Co., Argentine, Kan., will build a \$40,000 flour-mill.

IRVINE & SCOTT, Dresden, Tenn., will spend \$6,000 in remodeling their mill to rolls.

DISSOLVED PARTNERSHIP.—Willits & Clothier, Midletown, Del. F. H. Clothier continues.

THE Western Grain Co., Birmingham, Ala., will build a 100,000-bush. elevator this year.

S. G. HAVERMALE, Oat-meal miller at Spokane Falls, W. T., is succeeded by Oliney & Wadham.

BURNED OUT.—Edgar Harper's Mill at South Montrose, Pa.; S. Griggs, Sen., East Aurora, N. Y.

BURNED.—Isaac Tucker's elevator, Iowa Falls, Ia.; Jas. Wellman's mill, partially, at Milford, Mich.

BURNED.—April 19, Farmers elevator at Grandin, Dak., with 5,000 bushels of wheat. Fully insured.

THE John S. Smith dust collector, manufactured at Jackson, Mich., will be placed on sale at Howes & Ewell's London House, No. 64 Mark Lane, London, E. C.

THE Noel mill, Nashville, Tenn., will increase its capacity to 1,000 bbls. flour per day, and 2,000 bushels corn-meal.

BURNED.—April 14, The Crowder Milling Co.'s mill and elevator at Edwardsville, Ill. Loss \$30,000. Insurance \$10,000.

SOLD OUT.—F. M. George & Co., Sulphur Springs, Tex.; Smith & Sons, Elm Grove, W. Va.; Geo. Kidd, Brownstown, Wis.

THE Carondelet Mill, near St. Louis, after being considerably remodeled has started up with a capacity of 300 bbls. per day.

MESSRS. Sheehan & Shotwell have leased the Fargo Roller Mills, Fargo, Dak., for two years and will operate same to full capacity.

SOLD OUT.—Gale & Co., Harvard, Mass., to A. S. Bigelow; Hinman & Ward, Battle Creek, Mich., are succeeded by Frank H. Ward.

CHAS H. JONES' grist-mill, Dexterville, near James-town, N. Y., burned April 10, with other property; total loss \$75,000; insurance \$50,000.

E. A. WEIGLER, a grain buyer at Sun Prairie, Wis., made a voluntary assignment April 13; Liabilities placed at \$17,000; nominal assets \$8,000.

PALMER, LITTLETON & Co., Baker City, Oreg., are succeeded by Littleton & Moonaw; G. Altman & Co., Alexandria, Pa., are succeeded by Phillips & Altman.

THE Hunt Co. Co-operative Milling Association, Greenville, Tex., will build a flour mill with 200 barrels capacity. They will add corn, oats and hominy mill.

LEATHERWOOD & WESTMORELAND, millers at Cashville, S. C., write us that they have a valuable water-power to sell, and consider it a good place for a good mill or cotton factory.

BEN E. THORNBURGH having bought the interest of Lou A. Small, deceased, in the firm of Thornburgh & Small, at Martinsville, Ind., the business will hereafter be conducted by the surviving partner, Amos Thornburgh, and Ben E. Thornburgh. The style of the new firm will be Thornburgh Milling Co.

## NO OTHER RAILWAY IN THE NORTHWEST

has in so short a period gained the reputation and popularity enjoyed by the WISCONSIN CENTRAL LINE. From a comparatively unknown factor in the commercial world, it has been transformed to an independent, influential, grand Through Route, with magnificent depots, superb equipment and unsurpassed terminal facilities. Through careful catering to details, it has won for itself a reputation for solidity, safety, convenience and attention to its patrons, second to no railroad in the country. Pullman sleepers, models of palatial comfort, dining cars in which the cuisine and general appointments are up to the highest standard, and coaches especially built for this route, are among the chief elements which have contributed towards catering successfully to a discriminating public. Located directly on its line, between Chicago and Milwaukee, and St. Paul and Minneapolis, and Chicago and Ashland and Duluth, are the following thriving cities of Wisconsin and Michigan: Burlington, Waukesha, Fond du Lac, Oshkosh, Neenah, Menasha, Stevens Point, Chippewa Falls, Eau Claire, New Richmond, Hurley, Wis., Ironwood, Mich., and Bessemer, Mich.

For details, information, lowest current rates, berths, etc., via this route, to any point in the Northwest, apply to nearest Ticket Agent, or address

WM. S. MELLEN, JAMES BARKER,  
General Manager. Genl. Passr. & Ticket Agt.  
MILWAUKEE.

## COLUMBUS

**BUGGY & COMPANY,**  
COLUMBUS, OHIO,

- Manufacturers of FIRST-CLASS -

## Buggies, Suiteys PHAETONS,

Park Wagons, Light Carriages.

Our work is fully Guaranteed and absolutely reliable.

**BEST FOR LIVERY SERVICE !  
FOR FAMILY SERVICE !  
For PLEASURE DRIVING**

### POINTS OF SUPERIORITY :

Superior Material and Workmanship, Fine in Finish, Easy in Riding Qualities, Light in Draft,

Unsurpassed + in + Durability,

Cheapest for Quality of Goods in the World.



Owes and operates nearly 5,650 miles of thoroughly equipped road in Illinois, Wisconsin, Iowa, Missouri, Minnesota and Dakota.

It is the Best Direct Route between all principal points in the Northwest, Southwest and Far West.

For maps, time tables, rates of passage and freight, etc., apply to the nearest station agent of the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY, or to any Railroad Agent anywhere in the World.

R. MILLER, A. V. H. CARPENTER,  
General Manager. Genl Pass. and Tkt. Agt.

J. F. TUCKER, GEO. H. HEAFFORD,  
Ass't Gen'l Manager. Ass't Gen'l Pass. and Tkt. Agt.  
MILWAUKEE, WISCONSIN.

For information in reference to Lands and Towns owned by the CHICAGO, MILWAUKEE & ST. PAUL RAILWAY COMPANY, write to H. G. HAUGAN, Land Commissioner, Milwaukee, Wisconsin.

## THE CHICAGO AND NORTH-WESTERN RAILWAY.

Penetrates the Centres of Population In

ILLINOIS, IOWA,  
WISCONSIN,  
MICHIGAN,  
MINNNSOTA,  
DAKOTA,  
NEBRASKA AND WYOMING.

Its TRAIN SERVICE is carefully arranged to meet requirements of local travel, as well as to furnish the most attractive routes for through travel between important

### TRADE CENTRES.

Its EQUIPMENT of Day and Parlor Cars, Dining and Palace Sleeping Cars is without rival.

Its ROAD-BED is perfection, of stone-ballasted Steel.

The North-Western is the favorite route for the Commercial Traveler, the Tourist and the Seekers after New Homes in the Golden Northwest.

Detailed information cheerfully furnished by

JNO. S. GEORGE,  
Commercial Agent, Milwaukee, Wis.

MARVIN HUGHITT, H. C. WICKER,  
Vice-Pres't and Gen'l Manager. Traffic Manager.

E. P. WILSON,  
Gen'l Passenger Agent.

## "TRIUMPH" CORN SHELLER

CAPACITY  
2000 BUSHELS PER DAY.

Shells wet or dry corn.

CHEAPEST AND BEST SHELLER.

PAIGE MANUF'G CO.,

No. 12 Fourth St., Painesville.

[Please mention this paper when you write to us.]

## ASHLAND MLS&W.R.Y. ROUTE

The Milwaukee, Lake Shore & Western Railway has been well named the Fishing and Hunting Line of Wisconsin, passing, as it does, through thousands of acres of but partially explored woods and within easy reaching distance of lakes and streams that have never been fished by white men, all well stocked with the game fish for which Northern Wisconsin waters are noted. The woods abound with game; deer, bear, wolf, mink, beaver, pheasant, and other game are quite plentiful.

### THE ONLY LINE

From Milwaukee to the new Iron Mining District in Wisconsin and Michigan that reaches ALL of the developed Mining towns: GOEBIC, WAKEFIELD, BESSEMER, IRONWOOD and HURLEY.

Direct line to ASHLAND and DULUTH. Sleeping cars between ASHLAND and CHICAGO. The GUIDE Book, and other descriptive matter, containing full information, maps and engravings of the country traversed by the line, will be sent to any address on application to the General Passenger Agent.

CHAS. L. RYDER, Gen. Agent, 105 Washington St., Chicago.

City ticket office, 62 Clark St., Chicago. Chicago Depot, Cor. Wells and Kinzie Streets, (C. & N. W. R'y.)

City ticket office, 102 Wisconsin St., Milwaukee.

F. WHITCOMB, CHAS. V. MCKINLAY,  
Gen'l Manager. Gen'l Pass. Agent.  
MILWAUKEE WIS.

## Milwaukee & Northern R.R.

## SHORT LINE BETWEEN CHICAGO, MILWAUKEE, Menasha, Neenah, Appleton, Depere, Green Bay, Ft. Howard, Marinette, Menominee, IRON MOUNTAIN.

3 EXPRESS TRAINS DAILY  
BOTH WAY  
BETWEEN  
Chicago, Milwaukee,  
Appleton and Green Bay.

2 EXPRESS TRAINS DAILY  
BOTH WAY  
BETWEEN  
CHICAGO, MILWAUKEE,  
Menominee and Iron Mountain.

Elegant Pullman Palace Sleeping Cars on all Night Trains.

**CONNECTIONS.**  
At Milwaukee, in New Passenger Station with C. M. & St. Paul R'y and Wisconsin Central Line. At Plymouth, with C. & N. W. R'y for Sheboygan, etc. At Menasha, with W. C. Line. At Neenah, with W. C. Line. At Appleton, with M., L. S. & W. R'y and C. & N. W. R'y. At Forest Junction, with M., L. S. & W. R'y. At Green Bay and Ft. Howard, with G. B., W. & St. P. R. R. and Stage and Boat for Sturgeon Bay. At Oconto Junction, with M., L. S. & W. R'y for Oconto. At Menominee, with C. & N. W. R'y. At Iron Mountain, with C. & N. W. R'y.

G. F. DUTTON, W. B. SHEARDOWN,  
General Supt. Gen'l Ticket Agent.

1888.

CAWKER'S

1888.

# • AMERICAN FLOUR MILL AND ELEVATOR DIRECTORY •

\* FOR 1888 (COPYRIGHTED) \*

IS now READY FOR DELIVERY. This Directory is far more complete than any of the five preceding ones. Our long experience has taught us the wants of the trade, and we have used our best endeavors to meet them. The principal features are as follows:

1.—List of Flour Mill owners of the United States and Dominion of Canada, with Post Office address, County and State, and when information is obtained, the capacity in barrels of flour per day of 24 hours, kind of power used (steam or water), roller or stone system.

2.—Lists of Corn, Oatmeal, Rice, Feed Mills, etc.

9.—Millers whom we believe to be worth Ten Thousand Dollars or more will be indicated.

3.—List of Grain Elevators and Warehouses.

4.—List of Millwrights.

5.—List of prominent American Flour and Grain Brokers.

6.—List of Foreign Flour and Grain Importers.

7.—List of Mill Furnishers, etc.

8.—Statistics valuable to the Trade.

This directory gives the address of 16,062 Flour Mills in the United States and 1,634 in the Dominion of Canada. The additional lists of Feed, Corn, Barley, Oatmeal and Rice Mills, Elevators and Warehouses, Millwrights, Flour and Grain Brokers, Importers, etc., adds to the number of addresses several thousand. The COUNTIES are included in the address, and in cities, the street and number in most instances. We have had valuable aid in compiling this work from Secretaries of Boards of Trade, of Bureaus of Labor Statistics and Manufactures, from Railroad and Steamship Companies, from the milling and commercial press generally, and from mill and grain elevator owners themselves. That the work is *perfect*, we do not claim, for in the nature of things that is an impossibility, but as it is, it is indispensable to all desiring to reach the flour and grain trade of this country, and is well worth the price asked. The total number of addresses contained in this volume is 22,827.

**Price of Directory, \$10 per copy, post paid to any address.**

If desired Directory will be sent by express C. O. D. Remit by Express or by Exchange on New York, Chicago or Milwaukee, or Post Office or Express Money Order. Address,

**E. HARRISON CAWKER, PUBLISHER,**

**No. 124 Grand Avenue,**

**MILWAUKEE, WIS.**

1888 Edition, just out, March 1, 1888, revised, amended, and added to, to meet all the requirements suggested by the members of the Millers' National Association, who use more copies of this Code, than of all others combined.

•CODE•  
PRIVATE TELEGRAPHIC CIPHER

COMPILED EXPRESSLY FOR THE USE OF

## MILLERS, FLOUR AND GRAIN BROKERS,

For Private Telegraphic Correspondence, either  
for Land or Cable Lines.

This CODE has been approved and is used by Paddock & Co., Terre Haute, Ind.; Mandon Roller Mill Co.; L. R. Finch's Sons, New York; Jupiter Mills, Milwaukee; Morse & Sammis, Minneapolis, Minn.; Faist, Kraus & Co., Milwaukee; American Starch Co., Columbus, Ind.; Rudolph & Herne, Liverpool, Eng.; Cleveland Milling Co., Cleveland, O.; Zinckseisen & Co., Indianapolis; Norton Milling Co., Chicago; Norris & Carruthers, Montreal; Nelson Milling Co., Evansville; Vailier & Spies Milling Co., Marine, Ill.; J. S. Hillyer; Gilchrist & Bros., Glasgow, Scotland; David Wright, Chicago; Crain & Baird, Montreal; H. D. Porteous & Co., Liverpool, Eng.; Aultman & Taylor Co.; John H. Peacock, Huber Co., Chicago; Spink Bros., Toronto, Can.; Mr. Le Duc, City; Chas. Thiedeman, O'Fallon, Ill.; Hurins, Sons & Co., Cincinnati, O.; G. Montague & Co., Stock, Hillsdale, Mich.; A. W. Howard, Minneapolis, Minn.; C. Hoffman & Son, Enterprise, Ks.; Beiff-Huber Co., Chicago; Comptostock & Co., I. T. Bronson, Mannegold & Co.; I. T. Bronson, Mannegold & Son; Farquhar Bros.; Central Milling Co.; Watson & Co., Indianapolis, Ind.; Porter Milling Co., Winona, T. & A. B. Snider, German Mills, Ont.; Jenks & Merling; Richardson & Evans; Sidle, Fletcher & Co.; Comstock & Co.; I. T. Bronson, Mannegold & Son; Farquhar Bros.; Phoenix Mill Co., Davenport, Ia.; Blanton, Phoenix Mills' National Association; E. Sanderson & Co., (Phoenix Mills), Milwaukee, Wis.; Daisy Roller Mills, Milwaukee, Wis.; Nunnemacher & Co. (Star Mills), Milwaukee, Wis.; Roots & Co. (Millers), Cincinnati, O.; C. H. Seybt, (Miller), Highland, Ill.; Kosmack & Co., (Flour Brokers), Glasgow, Scotland; J. F. Imbs & Co. (Millers), St. Louis, Mo.; E. Schraudenbach, Okawee Roller Mills, Wis.; Winona Mill Co., Winona, Minn.; Herrick, Kirk & Co., New York; Acme Todd & Son; Ripon Roller Mills; Schoellkopf & Milling Co., Indianapolis, Ind.; W. H. Jones, New Brighton, Eng.; Chas. Kreutziger, Heidelberg; Wm. and many others.

ADDRESS

THE : RIVERSIDE : PRINTING : CO.,

124 GRAND AVENUE,

MILWAUKEE, WIS., U. S. A.

THE St Paul elevator at Northfield, Minn., with a large amount of grain, burned April 21.

MESSRS. J. G. EITEL & CO., of the Valley Flouring Mills, Chaska, Minn., write us that they are remodeling to a full roller mill of 100 bbls. daily capacity, and will soon be ready for merchant work.

AT Watertown, Ont., March 23, at 6 A. M., fire broke out in the storehouse of Robson Brothers' flour mills. Between 3,000 and 4,000 bushels of grain, which was stored in the building, was also destroyed. Loss, \$8,000; insured for \$4,000.

BURNED.—April 8, A. E Henry's Mill at Sheboygan Falls, Wis., operated by H. Reysen & Son. It was the largest mill in the county. A considerable quantity of flour and grain were also destroyed; fire supposed to be of incendiary origin.

OSHKOSH, WIS., people are again troubled by the backing up of the water for which they blame the Neenah and Menasha waterpower owners. The Business Mens Association of Oshkosh censure Capt. Fuller, the U. S. Engineer in charge of Government interests in that vicinity, for not opening the gates and letting the water off. He replies that Oshkosh men have themselves to blame for blocking their river with numerous bridges and allowing sawmill owners to run their saw-dust into the river. Considerable bad feeling exists between manufacturers in Oshkosh, Neenah and Menasha.

#### PUBLICATIONS RECEIVED.

IT is a good deal to say, but it seems indeed possible that Chicago people will blush with modest pleasure when they read Mr. Charles Dudley Warner's estimate of them and their city, published in HARPER'S MAGAZINE for May. Mr. Warner's admiration is unreserved, not only for Chicago's possibilities but for its actualities, and his comparisons will not be found to be odious—at least not to the Chicagoans. As a centre of the universe, Paris, Pekin, and Berlin (not to mention New York) must ere long, he thinks, admit the position of this great city. So much for business. From a social point of view Mr. Warner believes that Chicago has not yet attained its ultimate excellence; still he holds that the best people out there have a truer love for books and literature than the corresponding class in New York, and that they are less critical, and occasionally admire things more than true Bostonians. The plain inference from all this is that the people of Chicago have at last got a firm grip on culture and true elegance, and simply mean to make them hum. The effect of such articles as this Western series now running through HARPER's will be incalculably good. They will help to overcome the natural timidity of the Western people, and cause the effete population of the East to know their own humble place.

AN attractive feature of Scribner's Magazine for May is a literary article by Austin Dobson on Alexander Pope, the two hundredth anniversary of whose birth occurs on the 21st of May next. The frontispiece of the number is an engraving of one of Kneller's portraits of the poet. Mr. Dobson's article also contains engravings of several others of Pope's portraits, of his house at Twickenham, portraits of Martha and Teresa Blount, etc. Following is a poem by Mr. Dobson, in Pope's manner, giving a critical estimate of his character and writings. The other illustrated articles of the number are: "In the Steamer's Track," by W. P. Northrup, an account of the cruise of the New York pilot-boat, David Carll; "The Decoration of Vases," by W. P. P. Longfellow; "Salmon Angling on the Restigouche," and "Modern Explosives," by C. E. Monroe. Among the other attractive features of the number are Robert Louis Stevenson's essay on "Gentlemen," and a poem by Edith M. Thomas.

#### SEVEN POINTS OF DANGER FOR GRAIN AND FLOUR CARGOES BOUND FOR GREAT BRITAIN.

"In time of peace, prepare for war" has wisely been said and our esteemed British contemporary, *The Miller*, London, for April, contains an editorial pertinent to the subject which we think is worth reproducing entire for our readers:

In connection with so important a question it may be useful to point out that there are seven

places on the high seas by which these different fleets of peace must pass, and whereat accordingly they would require to be safe-guarded from an enemy's fleets of war. The principal grain fleet on passage to the United Kingdom is that of California, which has to round Cape Horn. Round this extremity of South America runs a strong current, and grain supplies to the extent of two million quarters having been at one time on passage to the United Kingdom (over a million now), it will easily be seen what immense damage might be inflicted by very few hostile vessels off this famous Cape. The second point of danger is the Cape of Good Hope. By this route large quantities of Indian wheat still reach us, and in case of the Suez Canal being strictly neutralized or blockaded the Cape of Good Hope route would return to its ancient character as the only seaway between England and her Indian empire. The third point is the Suez Canal itself, with Aden and the entrance to the Red Sea. The situation here is very easy for the assailant, very awkward for the defense. Once in the Red Sea and pursued by fast cruisers of the enemy, homeward bound grain ships would have no chance of being missed. Both ends of the Suez Canal would require to be guarded by naval forces, for if the Red Sea were passed in safety it is obvious that hostile vessels could remain off the North Egyptian coast waiting for the emergence of the ships. The fourth point is the Dardanelles, and the fifth the Straits of Gibraltar. The three points of Alexandria and the mouth of the Canal, of the narrow straits between Europe and Asia, and of the entrance to the Mediterranean are all within a few days' fast steaming of one another. A fast fleet of hostile vessels might pounce upon our trading ships at each of these points, and the direction of our Mediterranean squadron to any one of them would necessarily leave the other two unprotected. The entrance to the Baltic is a sixth and very important point of danger, the passages being both narrow and intricate, and the chance of escape to unguarded vessels a minimum. The seventh point is on the more open sea, but is not the less a well-defined locality. The trade winds which bring vessels from South America towards Europe, and the Southern Atlantic current which sweeps around the Cape of Good Hope, first in a westerly and then in a north-north-westerly direction, meet some distance from the West Coast of Africa, and not far distant from the Cape Verde Islands. Here in former wars privateers and cruisers have done much execution, and here again our merchants' fleets would require protection. How much damage can be done by a single hostile vessel may be read in the tale of the Alabama for the malfeasance of which the British Government was glad to pay a commuted sum (indirect damages excluded) of three millions sterling."

[From our own Correspondent.]

#### OUR BALTIMORE LETTER.

The Baltimore flour market during the first half of April was characterized by a state of steadiness and inactivity, but the latter half opened with considerable animation, and at this writing the "era of prosperity" seems to have dawned, and values are apparently tending upward.

The appalling specter of our ever increasing stocks, and the consequent apathy on the part of dealers generally, has entirely disappeared, and in its place a revival of the trade formerly enjoyed by our merchants is now noticeable, and the prevalent opinion anticipates permanent results from the improvement so auspiciously begun.

Although exceedingly conservative, those engaged in the flour business here are yet, nevertheless, fully aware of the golden opportunities within their reach, and are accordingly grasping them with a vim, by absorbing all offerings at current rates. Our city mills are turning out their full quota of flour, and are meeting with a brisk demand, and, in instances, at a slight advance over quotations of a recent date.

Minnesota brands and spring wheat flours generally are coming in for a large share of

attention, and while they are relatively abundant, in comparison with winter wheats, they are at the same time commanding the views of the manufacturer. Immense shipments of flour from the northwest for European markets find an outlet in Baltimore, and while we regret that the times have so changed that it is impossible for the man on the seaboard to derive any benefit therefrom, we accept the situation as gracefully as the exigency will permit, and in turn console ourselves with the fact that the City of the Chesapeake is selected in preference to all her rivals from which to forward these vast accumulations.

Our wheat market has been an enigma to many of Baltimore's shrewdest traders. In the face of some of the most startling statistics, which ordinarily, in former years, would have sent prices bounding, have had just the reverse effect, until within the last few days.

The large decrease in the visible supply, in comparison with the corresponding period of a year ago; the great scarcity of desirable winter wheat; the discouraging Government crop report; and the unprecedented backward season, have apparently gone for naught, and the bold manipulators of cereals have instead chosen to bear the markets of the world, without regard to those influences which should rightfully gauge and determine the value of these products.

Happily for all concerned, however, the "turn has now come," and it gives us pleasure to chronicle the fact that with the budding and blossoming of the trees an advance has been inaugurated which will doubtless continue until that point is reached commensurate with the intrinsic merits of this much abused and long depreciated commodity.

Exporters, millers and speculators all alike exhibit an eagerness to purchase, and the only drawback at present, to a large volume of business, is the lack of stock, there being less than 300,000 bushels of contract wheat in the Baltimore elevators. A higher range, however, will probably bring out the surplus in farmers' hands, provided it holds until they are through with their spring planting.

The very atmosphere here is buoyant, and everybody is now ready and anxious to put his shoulder to the wheel and help on that improvement which will inevitably bring happiness and prosperity to our homes, and to those of our fellow countrymen as well.

#### STOCK OF GRAIN IN THE ELEVATORS THIS DAY, AS COMPARED WITH CORRESPONDING DATE LAST YEAR.

	CORN.	This day.	Same time last year.
Description.	bus.	bus.	bus.
No. 1 White . . . . .	9,372	6,744	
" 2 " . . . . .	5,702	1,505	
Yellow . . . . .	9,382	24,052	
Mixed . . . . .	17,296	535,560	
Steamer White . . . . .	1,597	3,108	
" Yellow . . . . .	1,024	5,345	
" Mixed . . . . .	3,503	16,516	
Special Bin . . . . .	11,242	1,442	
No. 3 . . . . .		2,705	
Total . . . . .	59,118	506,977	

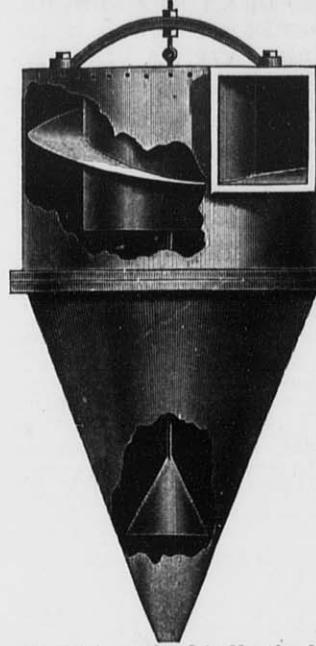
#### WHEAT.

No. 1 Red Winter . . . . .	2,168
" 1 Maryland . . . . .	27,127
" 2 Southern . . . . .	1,468
" 2 Red Winter . . . . .	262,664
" 3 " " . . . . .	6,403
Mixed Winter . . . . .	564
Steamer No. 2 Red Winter . . . . .	39,017
Special Bin . . . . .	126,449
Spring . . . . .	18,628
Total . . . . .	455,193
	447,995



# VORTEX DUST COLLECTOR

• GREAT • SUCCESS •



Guaranteed not to Infringe ON ANY OTHER Dust Collector Patent

## NOTICE !

**TO WHOM IT MAY CONCERN :** We, the undersigned, give notice that we have transferred to the Vortex Dust Collector Co., of Milwaukee, Wis., all our right, title, interest and good will in and to our Dust Collector business, heretofore carried on in Indianapolis, and they will hereafter be the sole manufacturers of the "Vortex." Mr. Eugene Bretney, our President and Manager, will superintend the manufacture of said machine in the future.

THE BRETNAY DUST COLLECTOR CO.

THIS is undoubtedly the best machine on the market for Purifiers, Grain Cleaners and Elevators, or in connection with any dust producing machinery, and we respectfully solicit from our milling friends and the trade generally a share of the Dust Collector trade.

### TESTIMONIAL.

INDIANAPOLIS, IND., Feb. 16, 1888.  
To whom it may concern : This is to certify that we have in our two mills twenty Vortex Dust Collectors, manufactured by the Bretney Dust Collector Co. We are very much pleased with the working of them in our mills. We have tried them thoroughly. At first we put in a few, until we now have twenty on our purifiers and wheat cleaning machinery. Too much cannot be said in their praise.

ACME MILLING CO.  
By S. F. ROBINSON, Pres't.

SPECIAL SIZES built for ELEVATORS  
and WOOD-WORKING MACHINERY  
Apply for Prices before Purchasing elsewhere.

No Power! No Attention! No Clogging!  
Perfect Ventilation! Low Prices!

### ADDRESS

**VORTEX DUST COLLECTOR CO., MILWAUKEE,  
WISCONSIN.**

## Important Notice !

MANUFACTURERS  
KURTH'S  
COCKLE  
SEPARATOR

THE GILBERT  
BOLTER

THE MORGAN  
SCOURER

MILWAUKEE  
CENTRIFUGAL  
ASPIRATOR

MILWAUKEE  
SPIRAL  
CONVEYOR

We are Prepared to furnish **STEEL**  
or Zinc Cylinders for  
**KURTH'S PATENT**  
**IMPROVED**  
**COCKLE SEPARATOR**

As required, and solicit orders for  
repairs as well as for new  
machines.

Please favor us with a share of your patronage.

• READ •

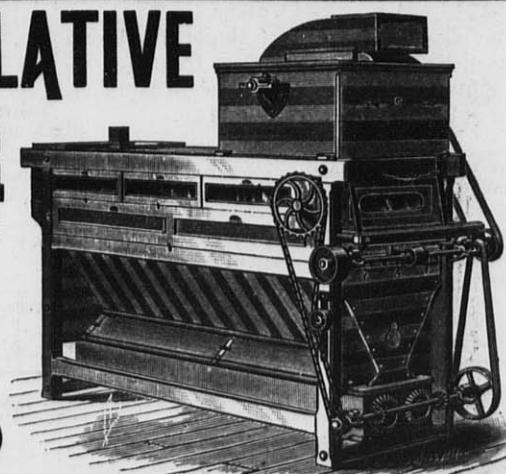
Pillsbury A Mill, Minneapolis, Feb. 13, 88.  
To Cockle Separator Mfg. Co., Milwaukee, Wis.  
Gents: In regard to your latest improved rolling screen Cockle Machine, we would say we like them very much. The eight we have put in are doing first-class work and we consider them the best cleaning machines we have.  
C. G. HOYT, Head Miller.  
HIRAM SNYDER, Second Miller.

### ADDRESS

**Cockle Separator Manufacturing Co.**  
MILWAUKEE, WIS.

## SUPERLATIVE PURIFIER

BEST  
IN THE  
WORLD



VERY LOW PRICES on Both THESE MACHINES



**Superlative  
Bran Duster  
AND  
DISINTEGRATOR.**

Undoubted Satisfaction.  
Perfect Construction.  
SEND FOR CIRCULAR.

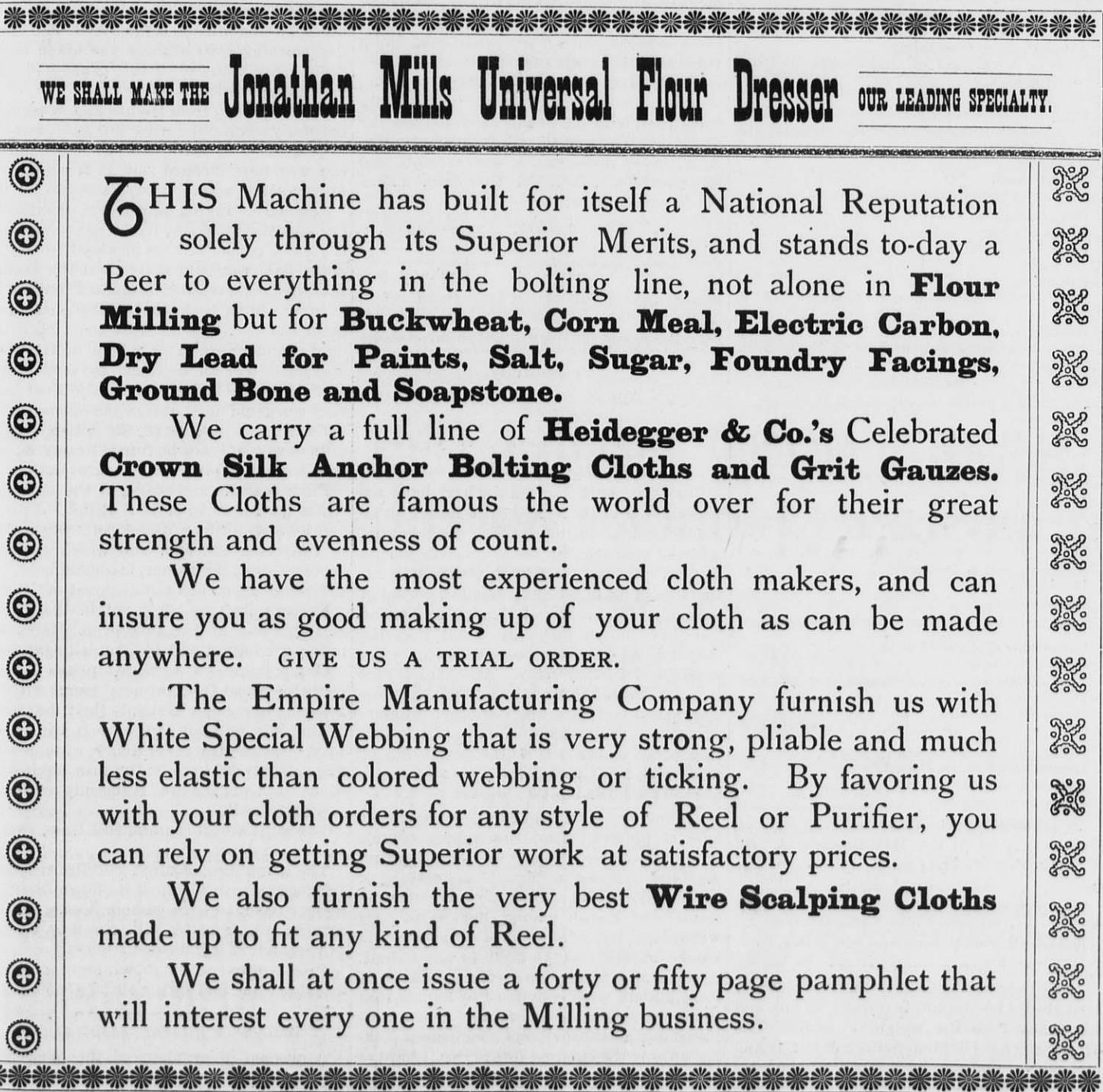
ADDRESS, SUPERLATIVE PURIFIER MFG. CO., MILWAUKEE, WIS.

# The Jonathan Mills Manufacturing Co.

MANUFACTURERS OF

## SPECIAL FLOUR MILL MACHINERY.

WE SHALL MAKE THE **Jonathan Mills Universal Flour Dresser** OUR LEADING SPECIALTY.

THIS Machine has built for itself a National Reputation solely through its Superior Merits, and stands to-day a Peer to everything in the bolting line, not alone in **Flour Milling** but for **Buckwheat, Corn Meal, Electric Carbon, Dry Lead for Paints, Salt, Sugar, Foundry Facings, Ground Bone and Soapstone.**

We carry a full line of **Heidegger & Co.'s** Celebrated **Crown Silk Anchor Bolting Cloths and Grit Gauzes.** These Cloths are famous the world over for their great strength and evenness of count.

We have the most experienced cloth makers, and can insure you as good making up of your cloth as can be made anywhere. **GIVE US A TRIAL ORDER.**

The Empire Manufacturing Company furnish us with White Special Webbing that is very strong, pliable and much less elastic than colored webbing or ticking. By favoring us with your cloth orders for any style of Reel or Purifier, you can rely on getting Superior work at satisfactory prices.

We also furnish the very best **Wire Scalping Cloths** made up to fit any kind of Reel.

We shall at once issue a forty or fifty page pamphlet that will interest every one in the Milling business.

WE EARNESTLY SOLICIT YOUR CORRESPONDENCE AND TRADE. ADDRESS

# The Jonathan Mills M'f'g Co., Cleveland, Ohio.

## INDIANA MILLERS' ASSOCIATION.

The annual meeting of Indiana millers will assemble in Agricultural Hall in the new Capitol, Indianapolis, on Tuesday, May 8, and they are preparing for a regular old-fashioned, orthodox camp-meeting time, as will be seen from the programme, as partly completed, which is for at least a three-days' session, as follows:

## TUESDAY, MAY 8.

Convention called to order at 10 a. m.

Welcome Address—Governor Isaac P. Gray.  
Welcome to the City—Mayor Caleb S. Denney.  
Address by the President—S. B. Boyer.

Introduction of President C. H. Seybt, of the Millers' National Association; Judge Cyrus Hoffa, Vice-President of the Pennsylvania Millers' Association, and other invited guests.

## AFTERNOON.

Report of Secretary and Treasurer.

Appointment of Committees.

Paper—"Advantages of Organization."—Judge Cyrus Hoffa.

Discussion.

Paper—"Purposes and Methods of District Organization."—E. G. Thomas, President Northern Indiana Millers' Association.

Discussion.

Adjournment.

## WEDNESDAY, MAY 9.

Re-assemble at 10 o'clock a. m.

Report of Committees.

Paper—"Small Millers and the Export Trade."—C. H. Seybt.

Discussion.

Paper—"Disposal of Surplus Products."—J. F. Lingaman.

Discussion.

Paper—"Uniform System of Grading."—Nic. Elles.

Discussion.

## AFTERNOON.

Paper—"Mill Mutual Insurance."—L. H. Gibson.

Discussion.

Paper—"Mill Book-Keeping."—C. W. McDaniel.

Discussion.

Paper—"Cash vs. Credit in Sale of Flour."—L. H. Blanton.

Discussion.

Paper—"The Exchange System from the Farmer's Standpoint."—W. W. Sullivan.

Paper—"The Exchange System from the Miller's Standpoint."—J. E. Loughrey.

Discussion.

Adjournment.

## THURSDAY, MAY 10.

Re-assemble at 10 o'clock a. m.

General Business.

Presentation of papers assigned, acceptance of which not yet reported.

Discussion.

## AFTERNOON.

Election of officers for ensuing year.

Installation of officers elected.

General love-feast.

Adjournment sine die.

A reliable report of the meeting will be duly published in the May number of THE UNITED STATES MILLER.

THE FOX RIVER is up, and damage to the amount of \$5,000 or more is reported from Kaukauna, Wis.

BURNED—Howard Risher's flour mill at Hay, Pa.

IF there is anything about a mill or elevator that should be absolutely reliable at any and all times it is the weighing scales. The HOWE SCALES (Borden, Selleck & Co., 48 and 50 Lake st., Chicago) have stood all the tests and are pronounced perfect.

DO NOT FAIL to send in your subscriptions to the UNITED STATES MILLER. With our May number a new volume commences. By the way see our advertisement elsewhere, commencing: "50 Charming Complete Novels."

[From our own Correspondent.]

## OUR ST. LOUIS LETTER.

The general business situation at this date makes all speculation as to the future exceedingly problematical. The depression in the products of almost every description, which has governed commercial values for the past several years, has resulted in the establishment of such a bear sentiment, that both war and famine must, seemingly, appear upon the scene before the current can be changed. These influences for the past few weeks having both (especially the latter) become factors in the calculation of commerce. Sharp advances have been established in our leading products, and a growing bull sentiment seems to have "come to stay," and the "theory" or "fancy" that the earth rests every seventh year, gives promise of being vindicated this year, anyhow. Our business interests have endeavored, as far as possible, to ascertain the condition of the growing wheat, and with the exception of Kansas, the reports present a most unfavorable average. A tabulated statement of our receipts and shipments from Jan. 1 to this date, makes the following showing:

	Receipts.	Shipments.
Wheat.....	760,989 bushels.	1,342,415 bushels
Corn.....	6,194,210 "	4,812,436 "
Oats.....	2,147,905 "	1,660,740 "
Rye.....	38,012 "	29,367 "
Barley.....	702,339 "	113,772 "
Flour.....	271,716 barrels.	844,590 barrels
Meal.....	4,625 "	120,384 "
Bran, 140,315 sacks and 66 cars, 198,519 sacks and 49 cars Output of local millers, 572,874 barrels.		

Respectfully,

St. Louis, Apr. 24, '88. W. K. SHERWOOD.

[From our own Correspondent.]

## OUR BUFFALO LETTER.

BUFFALO, April 22.—Millers here have advanced prices 15 to 25 cents per barrel on all grades of flour during the past week, but not without creating the usual hubbub among dealers. For months past there has been little or no profit in milling, owing to a want of harmony in the ranks of the fraternity, and the above action was only taken after the desperation of the case became too apparent to admit of further delay. Another advance is looked for if the wheat markets continue stationary, and with any fair sized "slump" no decline is contemplated. The fact is, it is impossible to see where the profit can be made with No. 1 hard Duluth wheat quotable at \$1.00 per bushel in this market.

A famine in No. 1 hard Duluth wheat exists here at present. That the supply of this grade was not sufficient to meet the requirements of our local millers, to say nothing of the Rochester and surrounding country demand, was known among holders of this wheat here, but no amount of coaxing would induce buyers to take hold to any extent. About a month ago, however, a syndicate of local millers were convinced by figures that there was something in a famine article published in a local paper, and commenced picking up only the choicest lots of No. 1 hard at 88 or 89 cents. As soon as they had cleaned out sellers at these prices the market strengthened and 91@92 cents was asked which brought out a few thousand bushels more. When the "syndicate" were sole owners of all the available hard wheat, they commenced selling small lots to their more unfortunate brethren at 93@93½ cents until

the drop in Chicago, when the "peg" was put down to 91 cents. Then the heaviest sellers laughed at the "syndicate" saying "we have unloaded," and a few were doubled up with fits when it was discovered that the millers had neglected to "short" their large accumulations. But the millers kept on milling, and when an order came to hand it could only be filled at the office of the head of the "combine." This grew monotonous to traders, especially when orders increased in size and number, but nothing less than 91 cents, which was 15 cents or more over Chicago May, would budge a bushel of No. 1 hard. For three weeks this was the price, by which time the millers had worked off all the wheat they did not want for certain reasons. On Saturday last 5,000 bushels No. 1 hard wheat sold at 93 cents, closing with 95 cents asked, and Monday morning 8,000 bushels was taken at 98½ cents. Not a bushel of this grade can now be obtained under \$1.00.

No. 1 northern from Duluth and Washburn naturally advanced during this time, but not in proportion to hard. Duluth No. 1 northern was next cleaned out at 11 cents over Chicago May, and then buyers began on the "Washburn," taking large lots at 9 cents over Chicago May. "Washburn" wheat came here cursed by former records of wheat from that point last year, and it required the utmost tact and perseverance to induce buyers to even look at it; to-day only 50,000 bushels remain out of 275,000 in store here when the fight commenced. This is held at 11½ cents over, and will all be taken by next week. Buffalo millers have all the choice No. 1 hard they can grind until navigation opens, but it is feared that Rochester and other country millers will suffer or be forced to pay an extortionate high price for spring wheat.

Flour is active and strong at the advance; it was hard work to move it at the old price.

A lot of Duluth or Minneapolis wheat now in store near Chicago, and which was sent there to break the corner, is offered here, but the notty seller has not disposed of it yet.

Larger rollers are being put in the Urban and also one of Schoellkopf & Matthew's mills; the output will be doubled next year.

Country miller's advanced prices 3 to 5 cents for wheat from farmers' hands without bringing in enough to supply their demands.

The only mill for sale here is the Queen City, owned by Harvey & Henry, water power, and capacity 400 barrels; the firm having too many "irons in the fire" is the only reason for wishing to sell.

The mills are all running full time, except three shut down for repairs.

The grumbling against certain railroads for discriminating against Buffalo millers has about ceased. A little combination of millers against this injustice will result in getting fair treatment if judiciously managed.

Feed is scarce and high, winter bran selling at \$20 per ton, and spring \$19.25@19.50.

## WISCONSIN MILLERS' ASSOCIATION.

A quorum of members of the Wisconsin Millers' Association met in the Club-room of the Plankinton House, April 10, at 2 p. m., President Sanderson in the Chair, and S. H. Seamans, Secretary. Among those present were E. Sanderson, C. Manegold and S. H. Seamans of Milwaukee; E. W. Arndt, Depere; E. J. Lachman, Neenah; G. May and E. A. Ordway, Beaver Dam; John Schrouth, Theresa;

R. E. Mailer of Z. G. Simmons & Co., Kenosha; A. D. Bridge of Dexter & Bridge Bros., Whitewater; and B. S. Potter, Barton. The UNITED STATES MILLER was represented by E. Harrison Cawker. From the Secretary's report we take the following:

"Referring to the existing great depression in the milling business, every miller, it was urged, should become a member of his State Association. To secure such a result, the annual meetings should be made more interesting and not be confined to mere routine business. There should be a social reunion and possibly a banquet, so members could become better acquainted with each other. The association's deliberations have heretofore been confined almost exclusively to patent suits, etc., now matters of the past, while at present the commercial status of the milling business demands immediate attention. The National Executive Committee have taken in hand that part looking toward the general abuses which exist in the foreign and domestic flour trade. It is not their province, neither is it advisable that they should interfere in any way with the local difficulties which surround the business, that is the business of the State associations to contend with. In order that efficient work may be accomplished, every district should have its local organization to which every miller in the district should belong. The district associations should then unite and maintain an efficient State organization; and the State associations should come together in the form of a strong and efficient National association. While writers in the milling press were complaining that the National Association should look after and remedy all evils, yet the writers never contributed a cent to the National Association. Any reforms or suggestions which it is intended the National Executive Council should take hold of must carry with them the necessary financial aid to bring success.

"There should be as large delegations as possible sent to the National Millers' Convention at Buffalo, June 14. That will be a business meeting from beginning to end. The commercial interest of millers will take precedence; and it is expected that important rules and regulations will be adopted which will be of interest to millers in all sections of the country. The foreign and domestic flour trade will each have its share of time devoted by the convention. I wish to impress upon the miller who does not export his product that he is equally interested in promoting the export trade with the miller who exports his entire product. In my intercourse with millers I have frequently found in talking with them, they do not realize the fact that, in encouraging the exportation of flour, they indirectly helped their own trade. Heretofore the millers in various sections of the country, have seemed to be antagonistic, in a commercial sense, to millers of other sections.

I think that feeling is undergoing a change, and the time is now ripe for breaking down any prejudices that may exist in this direction. The idea that has prevailed heretofore, that the large mills would eventually wind up the small and that the small mills would finally tire out the large, has proved a fallacy. There would seem to be room for all; and if all work in harmony there is no reason why the milling business should not be conducted on sound

business principles in the same manner as other legitimate trades.

"The National Executive Committee in connection with the flour receivers of Great Britain have taken up the abuses existing in the transportation of flour and mill products. This will only relate to through business, more particularly pertaining to through bills of lading. All matters of local transportation, the State and District organizations will have to take under their charge. To that end I would suggest a committee of three on transportation to whom all matters of complaint should be referred. I feel warranted in saying that if any matters in which the National Executive Committee can aid the local organizations, they will do so cheerfully."

This report was received with marked favor.

The old officials were all reelected except Vice President Puhlmann, who has removed to Iowa; and Director Green, who has gone out of the business; so the official roster for the current year stands as follows: Ed. Sanderson, president; E. J. Lachmann, vice president; S. H. Seamans, secretary and treasurer; J. B. A. Kern, C. Manegold and Gust. May constitute the board of directors; and Mr. Seamans was for the twelfth consecutive time chosen the representative of Wisconsin millers upon the executive committee of the National Association.

An informal discussion of various matters of interest to the trade occupied a half-hour more. In regard to district associations, Mr. Lachmann said he was a thorough believer in them as tributary to the State Association.

"There are a dozen mills in the Fox River valley and during the brief period which has elapsed since we organized our district association up there, a variety of substantial benefits have accrued to us all by united action."

Some shippers from the interior complained of delays at this port during the winter where express instructions were given to the transportation companies to forward by rail if impracticable to forward by water.

"The very same difficulties are encountered by exporters as by inter-state shippers," replied Mr. Seamans. "So far as these abuses occur in the two former modes of shipment, the National Association has taken the bull by the horns. Its executive committee will convene with the Minnesota Association at their annual meeting, when there will be formulated an inter-state and seaboard bill of lading, designed to obviate the evils complained of. And this will be adopted together with the interstate rail and trans-oceanic bill already formulated by the importers on the other side. So far as local abuses are concerned, let district organizations take hold of them in the same spirit and do away with them in the same way."

"Lawsuits don't pay," a member remarked, "neither does bluffing a railroad singlehanded, but united action, if determined and persistent, gets there every time."

An assessment of \$3 per unit was levied to defray expense of dues to National Association, and leave a slight surplus for contingencies, and the annual meeting adjourned *sine die*.

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